

# Crenshaw Transit Corridor Project

Information Sheet  
August 27, 2009



**Metro**

## Project Area and Description

The project area is 10 miles in length and encompasses 33 square miles and includes the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, unincorporated areas of Los Angeles County, and LAX. If built, the project will either be a Bus Rapid Transit (BRT) Alternative or a Light Rail Transit (LRT) Alternative.

## Project Purpose and Need

Travel conditions in the Crenshaw Transit Corridor will worsen by 2035 and will not be able to handle the area's transportation mobility and accessibility needs. Reliability and potentially safety could become issues without regional transportation improvements.

## Capital Investment & Job Creation

The capital cost of this project could range from \$500 million to \$1.8 billion depending upon the alternative selected and could create approximately 3,500 to 7,800 jobs during the construction phase. (See Summary Chart of Build Alternatives for more detail.)

## Transit Ridership

Daily ridership from the Metro Green Line to Exposition would range from 10,200 to 14,400 for BRT versus 12,800 to 15,600 for LRT (based on 2008 forecasts). When compared by alignment segment, LRT ridership is higher than BRT ridership. (See Summary Chart).

	BRT Alternative	LRT Alternative
<b>Length</b>	12 miles	8.5 miles
<b>Travel Time</b>		
Metro Green Line to Exposition Line	28-30 minutes	20 minutes
Metro Green Line to Wilshire Bl	39-41 minutes	Not Applicable
<b>Ridership (Daily)</b>		
Metro Green Line to Exposition Line (common segment)	10,200 - 14,400	12,800 - 15,600
<b>Along Entire Corridor</b>	17,200 - 24,100 Metro Green Line to Wilshire	15,200 - 21,300 Metro Green Line (Redondo Beach Station) to Exposition
<b>Number of Stations</b>		
Metro Green Line to Exposition Line	8 plus 3-4 stations north of Exposition to Wilshire	6 plus 2 optional
<b>Estimated Capital Cost</b>	\$500-600 million	\$1.3-1.8 billion
<b>Jobs Created During Construction</b>	3500	7800

## North-South Connection

The project is a major north-south investment on the Westside, potentially providing relief for the I-405 and I-110 freeways.

## Access to LAX

The project will provide a major connection with LAX—connecting to the Metro Green Line in the south and the Expo Line and potentially the Wilshire corridor to the north. The project also provides connections to the entire Metro Rail system and its more than 2,100 peak-hour buses.

## Economic Development

This transit project will serve a historically underserved area and provide access to jobs and community revitalization opportunities.

## Next Steps

The Federal Transit Administration (FTA) is reviewing the Draft Environmental Impact Statement/Report for this project. Once the FTA authorizes release of the document to the public, Metro will hold four public hearings to receive public comment during a 45-day review period. Comments will also be considered by the Metro Board when it selects a Locally Preferred Alternative (LPA) for this transit improvement project in the Fall.

Comments made on the DEIS/DEIR will be addressed in the Final Environmental Impact Statement/Report (FEIS/FEIR).

